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8.00 " to 10.00 "	" " 10 "
10.00 " to 11.00 "	" " 15 "
11.30 " to 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 "	" " 10 "
1.15 " to 1.45 "	" " 10 "
1.45 " to 2.15 "	" " 15 "
2.15 " to 3.00 "	" " 15 "
3.00 " to 3.30 "	" " 10 "

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10.30 " to 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 5.30 p.m.	" " 15 "
5.30 " to 6.00 "	" " 10 "
6.00 " to 6.30 "	" " 15 "
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DOWN TRAINS.

Stations	No. 5 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Local p.m.	No. 17 Through Express p.m.	No. 19 Local p.m.	No. 21 Through Express p.m.
CANTON (Tai Sha Tan)	dep. 7.25		dep. 8.50		dep. 11.15		dep. 1.45		dep. 3.15
SHUI KONG	dep. 8.40		dep. 10.10		dep. 12.40		dep. 3.45		dep. 5.15
Shum Chun	dep. 9.05	dep. 10.25	dep. 11.35	dep. 12.55	dep. 1.15	dep. 2.35	dep. 3.55	dep. 5.25	dep. 6.45
Shing Shui	dep. 9.15	dep. 10.35	dep. 11.45	dep. 13.05	dep. 1.25	dep. 2.45	dep. 4.05	dep. 5.35	dep. 6.55
Tai Po	dep. 9.25	dep. 10.45	dep. 11.55	dep. 13.15	dep. 1.35	dep. 2.55	dep. 4.15	dep. 5.45	dep. 7.05
Tai Po Market	dep. 9.35	dep. 10.55	dep. 12.05	dep. 13.25	dep. 1.45	dep. 3.05	dep. 4.25	dep. 5.55	dep. 7.15
Tai Po	dep. 9.45	dep. 11.05	dep. 12.15	dep. 13.35	dep. 1.55	dep. 3.15	dep. 4.35	dep. 6.05	dep. 7.25
Yamoi	dep. 9.55	dep. 11.15	dep. 12.25	dep. 13.45	dep. 2.05	dep. 3.25	dep. 4.45	dep. 6.15	dep. 7.35
Yamoi	dep. 10.05	dep. 11.25	dep. 12.35	dep. 13.55	dep. 2.15	dep. 3.35	dep. 4.55	dep. 6.25	dep. 7.45
Shum Chun	dep. 10.15	dep. 11.35	dep. 12.45	dep. 14.05	dep. 2.25	dep. 3.45	dep. 5.05	dep. 6.35	dep. 7.55
SHUI KONG	dep. 10.25	dep. 11.45	dep. 12.55	dep. 14.15	dep. 2.35	dep. 3.55	dep. 5.15	dep. 6.45	dep. 8.05
CANTON	arr. 11.05	arr. 12.25	arr. 13.35	arr. 14.55	arr. 3.05	arr. 4.25	arr. 5.45	arr. 6.55	arr. 8.15

UP TRAINS.

Stations	No. 4 Local a.m.	No. 6 Through Express a.m.	No. 8 Local a.m.	No. 10 Through Express a.m.	No. 12 Local p.m.	No. 14 Through Express p.m.	No. 16 Local p.m.	No. 18 Through Express p.m.	No. 20 Local p.m.
Left Ferry	dep. 6.35	dep. 7.05	dep. 8.15	dep. 8.45	dep. 10.15	dep. 10.45	dep. 11.55	dep. 12.25	dep. 1.35
SHUI KONG	dep. 6.50	dep. 7.20	dep. 8.30	dep. 9.00	dep. 10.30	dep. 11.00	dep. 12.10	dep. 12.40	dep. 1.50
Shum Chun	dep. 7.05	dep. 7.35	dep. 8.45	dep. 9.15	dep. 10.45	dep. 11.15	dep. 12.25	dep. 12.55	dep. 2.05
Shing Shui	dep. 7.15	dep. 7.45	dep. 8.55	dep. 9.25	dep. 10.55	dep. 11.25	dep. 12.35	dep. 13.05	dep. 2.15
Tai Po	dep. 7.25	dep. 7.55	dep. 9.05	dep. 9.35	dep. 11.05	dep. 11.35	dep. 12.45	dep. 13.15	dep. 2.25
Tai Po Market	dep. 7.35	dep. 8.05	dep. 9.15	dep. 9.45	dep. 11.15	dep. 11.45	dep. 12.55	dep. 13.25	dep. 2.35
Tai Po	dep. 7.45	dep. 8.15	dep. 9.25	dep. 9.55	dep. 11.25	dep. 11.55	dep. 13.05	dep. 13.35	dep. 2.45
Yamoi	dep. 7.55	dep. 8.25	dep. 9.35	dep. 10.05	dep. 11.35	dep. 12.05	dep. 13.15	dep. 13.45	dep. 2.55
Yamoi	dep. 8.05	dep. 8.35	dep. 9.45	dep. 10.15	dep. 11.45	dep. 12.15	dep. 13.25	dep. 13.55	dep. 3.05
Shum Chun	dep. 8.15	dep. 8.45	dep. 9.55	dep. 10.25	dep. 11.55	dep. 12.25	dep. 13.35	dep. 14.05	dep. 3.15
SHUI KONG	dep. 8.25	dep. 8.55	dep. 10.05	dep. 10.35	dep. 12.05	dep. 12.35	dep. 13.45	dep. 14.15	dep. 3.25
CANTON	arr. 11.45	arr. 12.15	arr. 13.25	arr. 13.55	arr. 15.05	arr. 15.35	arr. 16.45	arr. 17.15	arr. 18.25

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Fanning	arr. 11.00	arr. 2.20	arr. 5.00	arr. 7.30

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HONGKONG-CANTON LINE.

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FRIDAY, 29TH MARCH, 1918.

8 a.m. "HEUNGSHAN" 8 a.m. "HONAM"

10 p.m. "KINSHAN" 4.00 p.m. "FATSHAN"

SATURDAY, 30TH MARCH, 1918.

8 a.m. "HONAM" 8 a.m. "HEUNGSHAN"

10 p.m. "FATSHAN" 4.30 p.m. "KINSHAN"

31st MARCH, 1918.

4.00 p.m. "FATSHAN"

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KING EDWARD HOTEL.

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ELECTRIC LIGHTS AND LIGHTING.

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RACECOURSE DISASTER. WEAKNESSES IN THE SHELS. JURY ATTEMPT TO FIX THE RESPONSIBILITY

HON. MR. W. CHATHAM, C.M.G.,
ADMITS HIS DEPARTMENT WAS
AT FAULT.

The enquiry into the race-course disaster has continued for sixteen days and has now been adjourned until after the Easter Holidays. Yesterday morning evidence on certain minor points was taken, while during the whole of the afternoon the Hon. Mr. W. Chatham, Director of Public Works, occupied the witness box. The enquiry, so far, has shown that there were several weak points in the matcheds this year. The Captain Superintendent of Police, it will be remembered, stated that probably he would have condemned the booths if he had been called upon to inspect them, on account of the insufficient number of exits. Mr. Chatham, in his evidence yesterday, admitted certain weaknesses in the structure and towards the end of the hearing he was questioned upon these points by Mr. Lo, who is representing the families of a number of the Chinese victims and, subsequently, a series of queries were addressed to him by the jury with the object of finding out who was responsible for allowing those weaknesses to go unchecked and unreported.

Mr. Lo: Do you think, Mr. Chatham, that a plan of these buildings should have been submitted to the Police?—Mr. Messer does not pretend to be ignorant of the existence of these sheds.

Mr. Lo: Then we seem to be arguing in a circle, for Mr. Messer, in answer to our queries, stated that plans were never submitted to him for criticism or advice.

The Coroner: I don't suppose, Mr. Chatham, that either you or Mr. Messer desires to shield anything behind each other's department?

Mr. Chatham: Oh, no.

The Coroner: Previously in the enquiry it has been suggested that the P.W.D. might have sent plans to Mr. Messer for discussion and, on the other hand, it has also been suggested that Mr. Messer might have taken action without the plans. That, I believe, is the position.

Mr. Lo: I would ask you, Mr. Chatham, in the light of subsequent events, if it would not have been better or proper if plans had been submitted to the Fire Brigade?—It would have been a formal matter because the thing has been going on for 23 years.

Mr. Messer has stated in the witness-box that he would probably have made recommendations as regards exits in most of the sheds if the matter had been referred to him. There were no plans of the sheds.

Plans could have been made. These sheds have been put up for 23 years, and I have never heard a murmur about exits. The sheds have been put up for many years in the same manner.

No, the sheds were not built in the same manner. There have been vital differences as regards the level of the floors—in a similar manner.

The Coroner pointed out that there had been a change in the designs, and Mr. Chatham agreed that substantial alterations had been made.

Mr. Lo: Dealing with exits, we have it in evidence that in shed No. 7 the only entrance or exit to the ground floor was from the first floor; there was no separate exit. Do you think that sufficient provision was made in that shed for precaution against fire?—What was the ground floor used for?

Mr. Lo: For refreshments.

The Coroner: I think, Mr. Chatham, that as yet you have not considered the matter, or formed any opinion as to the number of exits, etc. No, I know nothing about them at all.

The Coroner: Mr. Wright is preparing a plan showing all the exits. Will you see that plan and authorise Mr. Wright to make a statement on your behalf?—I think that will meet it. Certainly.

Mr. Lo: The Superintendent of the Fire Brigade stated that a three-inch main is of no practical use in the case of a big fire. That is so.

Do you think proper provision for water has been made in the Happy Valley district in the event of a big fire?—No.

Do you, as the Water Authority, intend to remedy that defect?—There is a scheme in prospect which will entirely alter the arrangements.

How long do you think it will take to bring that scheme to fruition?—It may be two or three years.

We can only hope then, commented Mr. Lo, that there will be no fires down there in the meantime, and Mr. Chatham remarked that it was now a very unfortunate time to propose making any radical changes in these matters.

QUESTIONS BY THE JURY. FIXING THE RESPONSIBILITY.

The Coroner: On the last occasion you came into the witness box, Mr. Chatham, you stated that the Building Ordinance was, in your opinion, unworkable, and that it had not been held applicable to matcheds. The Foreman of the jury would like to ask, even if that is so, whether you think your Department did execute its duty in leaving these matcheds practically unregulated?—Mr. Chatham, after a little hesitation, replied: "I am afraid not, your Worship."

The following questions were then also put at the instance of the jury.

Do you think that your Building Inspector, Mr. Sara, was competent to notice these defects, which I have been discussing this afternoon?—I think so.

Do you think he has shown some form of incompetence in not noticing them, or do you think only an executive engineer would have noticed them?—That is the real point. It is a very difficult question to answer because the whole point is whether the matcheds remained intact in the condition in which they were when Mr. Sara inspected them. Did anything occur to them after he had inspected them?—Did anyone remove a strut or anything because it happened to be in his way?

We have noticed that there is a source of weakness in the floors being of different levels. There is a weakness due to insufficiency of cross-bracing in the floor and in the absence of struts at the rear. Are these two points which should have occurred to a competent man looking at the matcheds before use. They may or may not have been the cause of the collapse. Do you think the Building Overseer showed a want of competence in not noting and reporting these defects?—If these defects existed he should certainly have noted them and reported.

The Foreman of the Jury notes that when Mr. Sara conducted his inspection he had no complete plans or anything of that kind with which to check the work. Seeing that he had no plans do you still think that he was incompetent, or, rather, do you still think he showed a lack of competence in not noticing them?—It is an extenuating circumstance that he had no plans.

Do you think these sheds should have been inspected by a properly qualified engineer or architect?—I had confidence, as far as I am concerned, in the overseer in charge. I would not have said it was necessary.

Mr. Lo here raised the point that Mr. Sara had inspected the matcheds on three occasions during their construction, the last occasion being on the Saturday before the race-meeting when the booths were not even then entirely completed, and that it would be impossible to notice the defects until the building was finished.

Mr. Bowley pointed out to Mr. Lo that the sheds for all practical purposes were completed on the Saturday and that then at the most there were only two or three lashings to be tied and perhaps a little matting to be added. The Coroner, however, noted that it was only the last inspection that was of count.

The Coroner, continuing his questions to Mr. Chatham, at the instance of the jury, said: You have admitted Mr. Chatham that your Department was at fault in connection with these sheds?—It was an oversight.

Which officer of the Department bears that responsibility?—The only officer who has anything to do with the sheds is the officer who looks after the Building Ordinance.

Mr. Wright has to accept responsibility for any fault of the Department in connection with these sheds?—It might be said that I was at fault or the First Assistant of the P.W.D.

If a fault has to be shared, it has to be shared between yourself, and Mr. Wright and Mr. Sara. Yes, your worship, and by our predecessors in days gone by. We have followed the old practice that was followed in past years.

The Crown Solicitor: There is one thing which has already come out in evidence. They did not consider, at the time, that the word "building" included matcheds. That practically explains the whole of the matter.

The Coroner: That is quite clear, but Mr. Chatham says this afternoon that, having that fact in view, he still thinks that the Department is at fault in leaving these matcheds unregulated.

Mr. Chatham: It would have been wise to have framed conditions.

The Coroner: The matter is quite clear.

THE EVIDENCE.

Other evidence taken at the enquiry yesterday was as follows:—

PANIC BEFORE THE COLLAPSE.

F. H. Thomas, of the Hongkong and Shanghai Bank, corroborated Colonel Ward's statement that people were seen running away from the stands before the collapse. He said his attention was directed to the sheds by someone asking what was the matter with the Chinese, and he then saw people running away from the stands across the racecourse.

There was evidently something wrong. A few seconds afterwards the booths fell. He could see no reason for the people running.

By the Coroner: The people seemed to be running away from about the middle of the row of sheds, but he could not give any exact spot. It was, of course, quite possible that the people may have been frightened by a noise of cracking, which he himself did not hear, as he was some distance away.

THREE STOREY MATCHEDS.

Ho Wah Tong, compradore of Messrs. Loxley & Co., who was formerly a building contractor, said on Friday before the race-meeting a foreman who had previously worked for him told him that several of the matcheds on the course were of three storeys. Witness thought that three storey matcheds were not safe for so many people, and he, therefore, stopped his family from attending the meeting. The year before, his son and daughter-in-law had been to the races.

By the Coroner: He advised the staff of Loxley & Co. also not to attend the races, both because of the prevalence of fever and because he regarded the sheds as unsafe. He had not himself seen the sheds this year.

Witness examined the models of the matcheds in Court and stated that, in his opinion, there was not enough bracing. When Chinese theatrical matcheds were built the uprights were inserted into the ground for a few inches and rock placed into the hole to make everything firm.

Sergeant Mason, who was on duty at the Race Course from 11 p.m. on February 25th until 7 o'clock the following morning, stated that no one was allowed to view the bodies during the night.

CONTRACTOR RECALLED.

The partner in the firm of Sze Hop, the matcheds contractors, continued his evidence from the previous day. He considered, he said, that No. 10 was sufficiently strong for the people who would go into it, and he pointed out on the plan the provisions he had made for supporting the structure. He considered that sheds 8 and 9 were also strong enough for their purpose. In sheds Nos. 8 and 9 he had put in cross bracing between the uprights in the basement.

By the Coroner: He thought the sheds of 1913 and 1914 were equally strong, despite the fact that in 1918 there were differences in the floor levels.

If your former partner had been alive do you think he would have built the sheds as you have done this year?—Yes.

When he was alive, is it not a fact that people asked him to put up three storey matcheds and he refused?—Why should he? He did not refuse. He would have built them providing he had time.

Supposing one of your customers asked you to build a matcheds and you thought the design submitted to you was not safe would you build it or not?—I would not build an unsafe matcheds.

Some of these sheds had so many doors that you could not employ the usual amount of cross-bracing?—I did it in the adjoining sheds.

But you knew your practice was to put this cross-bracing through every shed. Why did you accept an order to put up a shed without the usual amount?—Because the adjoining shed would support it.

Why did you not insist upon putting cross-bracing in all sheds?—There would be no room for the doorways. Shed No. 10 had four doors and the weight had to be carried by the shed.

Mr. A. B. E. the Building Authority said he had examined the matcheds materials on the site of the disaster which had apparently been recovered from the fire. The material, speaking generally, seemed to be of good quality. Some of it was new and some old.

By Mr. Bowley: He had no objection to the use of old material provided it was in good condition. Over 80 per cent. of the poles in the sheds still standing were of China fir.

District Watchman 43 gave evidence of having noticed a commotion in shed No. 12. He was going to investigate, thinking that possibly it might be a case of "snatching," and he had just reached the entrance when the shed fell. He saw no one cutting any lashings.

Another watchman who gave evidence stated that in his opinion the sheds fell because the lashings were not strong enough. He heard nothing about them being cut.

TESTING THE HYDRANTS IN 1914.

T. H. King, Assistant Superintendent of Police, said in February, 1914, when he was Acting Deputy Superintendent of Police and ex-officio Deputy Superintendent of the Fire Brigade, he visited the Race Course, two days before the races began, and when the matcheds had then been erected as usual, in order to test the fire hydrants. He was accompanied by Mr. Lane and some Chinese firemen.

He tested the hydrant immediately behind the Golf Club and the one near the entrance to the Race Course. He tested first with a pressure gauge without hose. The pressure was not more than 60 lbs. at that time and when the hose was used the pressure dropped considerably. Mr. Lane agreed with him that there was not sufficient pressure to deal with any fire in the sheds. The same morning he wrote a letter to the P.W.D. informing them of the tests and asked if it would be possible to maintain during the race week, a pressure of 100 lbs. in that main.

At that time he considered a satisfactory pressure to be 100 lbs. registered on the gauge applied direct to one delivery. A reply was received during the races to the effect that the pressure as witness found it was the normal pressure and could not be increased. It was mentioned that the main was a three-inch main. He did not take any fire precautions in that year. The correspondence between himself and the P.W.D. was simply correspondence between officers of the Departments. It did not go to the Government.

By Mr. Bowley: He made the special test of water pressure with a view to the races. He could not say whether all fire hydrants were tested regularly. As far as he could recollect this particular test was only one which he had anything to do with personally.

THE DIRECTOR OF PUBLIC WORKS.

The Hon. Mr. W. Chatham, Director of Public Works, recalled, said he was the Water Authority under the Waterworks Ordinance. The only reason that he could give for the insufficiency of water at the racecourse fire was that the main near the golf club was a small one. He understood that several hoses were connected with it but the main was only capable of efficiently supplying one hose.

A pressure chart made on March 5th was produced and witness pointed out that it showed the pressure on the hydrant near the golf club varied on that day from 6 a.m. to 6 p.m. from 100 lbs. to 70 lbs. He presumed that represented the normal pressure. The 70 lbs. pressure was at 9.15 a.m. and there was 75 lbs. at 3.30 p.m. The difference in pressure was due to people drawing water from the main. He knew of no reason why the supply of water from this main on February 25th should not have been normal.

The street watering would not effect the supply from the hydrant unless it was going on when supplies were required for the fire. There were sluice valves at every junction where the mains joined each other. The object of these valves was to cut off or reduce the supply of water in the mains. No use, however, had been made of them this year, as far as he knew. As far as he was aware the full supply of water was available on February 25th. A message was sent to the Water Authority at the time of the fire but very little could have been done to increase the supply. It would have been possible to shut the valves to the eastward of the main, but this would not have had any very marked effect. The work would have had to be done by hand at each sluice, and it would have been a smart performance if this had been done under ten minutes or a quarter of an hour. In his opinion this measure would have had no effect whatever upon the question of putting out the fire. A three-inch main was sufficient for all ordinary purposes in the neighbourhood of Happy Valley. The main was laid in 1897. He did not think the racecourse matcheds were considered in any way when the main was provided. In the ordinary way

they would not think of laying down a main for any temporary buildings. Applications by property owners for an increased water supply would be considered. There was a scheme in contemplation which would involve a great alteration in the mains in the neighbourhood of the racecourse. This was in conjunction with the Happy East reclamation and other development work. He had no recollection of the request made by Mr. King in 1914 that the pressure of water might be increased during race-week; there should, however, be some record of the request. Witness added that in his opinion, whatever the size of the main, so far as the fire at the matcheds were concerned, no supply would have been of any avail in the absence of fire appliances on the spot. The population which it was intended to supply with water was ascertained and an allowance made for so much per head. A three-inch main was the smallest ever laid. This particular one was intended to give a street fountain supply in Wong Nei Chong village.

By Mr. Bowley: The three-inch main supply the new block of houses at Happy Valley but witness added that since another main had been laid on the east side of Happy Valley which came round and joined the three-inch main. That main was partly three-inch and partly four-inch. He remembered that the Water Authority was notified of performances in the Theatre Royal in order that full pressure might be kept up in the mains round the City Hall. It was possible to keep up full pressure in any particular locality, if arrangements were made, by adjusting the valves and concentrating upon that locality. He did not know that any such suggestion had been made with respect to the racecourse.

By the Coroner: Such an arrangement could have been made at Happy Valley by partially closing the valves to the East.

By Mr. Bowley: There was fairly frequent testing of fire hydrants throughout the City by the Water Authority. He had seen Colonel Ward's evidence. In his opinion too front "frame" of a matcheds, even without cross bracing, offered some support to the sheds on either side and a series of frames, of course, increased the resisting power, but it would be necessary to have struts, or some form of bracing, at either end. He thought the sheds could be properly constructed, with openings of doorways left free from obstruction by cross bracing, provided that struts were arranged where they were required. These struts would run out from the end sheds, or where the sheds were on a curve they could be placed on the parts jutting out.

By the Coroner: When the struts were removed from the golf area it would have been advisable if, in addition to the extra cross bracing in the party-wall, there had been extra cross bracing at the back.

By Mr. Bowley: He agreed that sheds 1, 2 and 3 formed a natural strut for the whole line. Sheds 11, 12 and 13 formed a strut for the line at that end but not quite to the same extent. The shed 13 had struts extending from the end of it, and these would tend to support the whole range. The roof of shed No. 17 would give some support to shed No. 16. He was of opinion that it would have been more satisfactory to have added cross bracing to the front of shed No. 9 and a strut in order to support the floor of No. 8 which extended into No. 9. This cross bracing, however, was not indispensable. Judging from the builder's plan he considered that the struts were as well arranged as they could have been in view of the openings.

By Mr. Lo: The model of shed No. 16, as designed, would be unstable unless supported by sheds on either side. If a series of these sheds were built uniformly and then struts at either end they would have been safe. In his opinion the row of sheds in 1914, being more uniform in height, were more stable than the row in the present year. Floors on different levels in adjoining sheds involved a loss of strength but he would not go so far as to condemn the sheds because the floors varied.

The Coroner: Supposing the 1918 sheds were overlaid what would you expect to happen?—Overlaid—that implies that they were not sufficiently strong to bear their load.

That is so?—I should imagine the vertical supports would be the ones to break.

Would you expect the lashings to give?—The lashings would be more likely to give.

Would you expect them to fall over sideways unless there was some point on which the lashings had given way first?—Or, where the struts had been removed or were inadequate.

Or, if there was some local weakening in the shed then, in consequence of the moving of the people, the uprights would move out of the plumb and they would go that way?—Yes.

Do you think, if these sheds carried too heavy a weight, the tendency of the weight might be to make the uprights leave the plumb?—It might, but before any leaning from the upright position could take place there must be an insufficiency of strutting.

Continuing witness said he thought that in the absence of cross bracing in the rear wall a weakness might develop from the removal of some struts from the rear, which were there in the designs of earlier years. When the sheds were heavily loaded this might disclose itself by the uprights leaving the perpendicular with the result that the sheds might sway and ultimately fall as they did.

By Mr. Lo: In view of the curve in the row, struts behind 3, 4 and 5 were important. It might be that the fact that sheds 1, 2, 3 and 4 stood after the collapse showed an insufficiency of struts in the sheds from 5 to 7.

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THE WAR.

THE ENEMY BEING REPULSED. BRITISH REACHING POSITIONS OF GREAT STRENGTH.

ALL RANKS CHEERFUL AND CONFIDENT.

FRENCH WELCOME THE GERMAN ADVANCE INTO THE OPEN.

M. TROTSKY APPEALS TO FRANCE TO REORGANISE RUSSIA'S ARMY.

Franco-Belgian Front.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BRITISH FRONT.

OUR TROOPS FIGHTING
MAGNIFICENTLY AND
SUCCESSFULLY.

[The first portion of this message is missing.]

LONDON, March 28th.

Sir Douglas Haig reports:—The enemy forced his way into part of our position southward of Albert, but a counter-attack regained the position. We completely repulsed a further heavy German attack at this point in the afternoon, and drove back attempts on the part of the Germans to debouch westwards from Albert, inflicting upon him the heaviest casualties. The enemy attacked in the afternoon in great strength at Bucquoy and Ablainzeville, and gained a footing in the latter. At all other points he was beaten off with great loss.

Our troops again fought magnificently and heavily threw back the enemy all along the front, despite the most determined attacks by a superiority of numbers.

Heavy fighting continues along the whole battle front.

HEAVY ENEMY NIGHT ATTACK REPULSED.

LONDON, March 27th.

Field-Marshal Sir Douglas Haig reports:—As a result of the attacks yesterday forenoon and evening astride the Somme, we were forced back on both banks a short distance in the neighbourhood of Bray.

We repulsed, after severe fighting, a heavy night attack southward of the Somme.

The enemy entered our positions at one point in the neighbourhood of the river, but he was immediately thrown back by our counter-attack.

There was further local fighting northward and north-eastward of Albert, but the situation here is unchanged.

FIELD-MARSHAL'S ORDER TO THE ARMY.

LONDON, March 27th.

The Press Bureau announces:—Field-Marshal Sir Douglas Haig issued the following Special Order to the Army on March 23rd:—"We are again at a crisis in the war. The enemy has collected every available Division and is aiming at the destruction of the British Army. We have inflicted a very heavy loss during the last two days, and the French are sending troops as quickly as possible to our support. I feel that everyone in the Army is fully realising how much depends upon his exertions and steadfastness and that each one of us will do his utmost to prevent the enemy from attaining his object."

THE BRITISH LINE.

LONDON, March 27th.

The Press Bureau states:—Our troops during the night were pressed back a short distance on both banks of the Somme. We are, early this morning, holding a line running approximately from Rosieres, Harbonnières, Sally-le-Sec, Meri Court-Labbe and thence to the Ancre and to the Railway embankment to the south-westward. We occupy Albert.

BRITISH RECAPTURE GROUND.

The Germans on Tuesday afternoon, crossed the Ancre near Mesnil, but our counter-attacks drove them back across the river. The position is unchanged northward of this point. We counter-attacked this morning northward of the Somme between the angle of the Ancre and the Somme, recapturing Morlaingourt and Chippily. We simultaneously advanced along the line southward of the river to Proyart. A fresh Guard Division which was brought up attacked in the neighbourhood of Bucquoy, but did not make any impression. The enemy made a number of other heavy attacks today northward and southward of the Somme. The French, heavily engaged westward of Roye, have been forced to give some ground, but reinforcements are arriving.

THE ENEMY'S MAIN EFFORT.

LONDON, March 27th.

4.30 p.m.

Reuter's Correspondent at British Headquarters, telegraphing today, says:—Slowly the zone of open warfare continues to enlarge as we fall back fighting before an enormous weight of numbers. Unquestionably we are now witnessing the enemy's main effort, and he is a long way behind his time-table.

Other concentrations which were ready to extend elsewhere, the success which he counted upon in the Cambrai battle have been denied to furnish fresh reserves for his present effort, so that whatever the enemy may do later, it is scarcely conceivable that he can attack elsewhere until this colossal battle is decided.

Having failed to break through, the Germans are now determinedly pushing against our line, which they certainly continue doing with the full strength of their masses, but this forces them to throw in reserves more rapidly than they had intended in order to force a decision. The enemy, therefore, is wearing down himself, and, of course, tiring us in the process.

FRENCH WARFARE DEFINITELY PAST.

Open warfare is so eminently suited to the French military ideas that there appears to be positive satisfaction that the Germans should continue to advance into the open, even though by so doing they temporarily occupy more French territory. Undoubtedly there is a feeling that the days of trench warfare are definitely past in this mighty struggle.

Besides heavy fighting around Albert yesterday the enemy also massed in Meunite Valley, which our artillery steadily shelled until it became too dark to see the dense human target which was determined to thrust towards Oveluy. Wood was beaten back.

Overhead there was a constant whirr of machine-guns, mingling with the loud buzzing of our indefatigable aeroplanes, swooping low and taking toll of hostile formations.

GERMANS DISAPPOINTED THE COUNTRY YIELDS SO LITTLE.

Prisoners complain that the nations which reach the front line are very inadequate, and they are disappointed that the country over which they have advanced has yielded so little.

STRONG NEW BRITISH FRONT.

LONDON, March 27th.

10.15 p.m.

Reuter's Correspondent at Headquarters wiring on the evening of the 27th inst., states:—The sixth day of the offensive finds the British front standing firm, practically along a line which is, perhaps, the strongest occupied since the beginning. Some spots are weaker than others, where German hordes may slowly advance, even compelling readjustments elsewhere, but the positions along Ancre valley and the old Gommecourt-Habuerne line are of natural strength and even weaker parts of the line are being held by a most orderly array of men, with guns, not showing signs of their enforced retirement.

COMMANDERS AND TROOPS CHEERFUL AND CONFIDENT.

With a keen sense of the need against over-optimism, I can state that a complete, almost cheerful, confidence pervades the various Headquarters and the moral of the troops remains superb.

THE GLORIOUS SPIRIT OF THE TROOPS.

LONDON, March 27th.

7.50 a.m.

Correspondents emphasise that the battle is one of the greatest tests of endurance and determination ever imposed upon soldiers in the field. Not even the troops retiring at Mons had a harder time, yet our men have stood it nobly. Mr. Philip Gibbs says never a more glorious spirit has been shown by British troops throughout our history. For six days and nights they fought against unparalleled odds, holding a ceaseless tide of men and guns by machine-gun and rifle fire. Their beards have grown long, their faces are haggard and worn through want of sleep, their clothes are torn by the wire, and they are covered in dust and mud. I saw a small party today so weary that they could hardly walk. They were holding hands like tired children and leaning against each other like drunken men, but holding up their heads gamely, showing no kind dismay. The whole movement of the retiring army was as orderly as though at manoeuvres. I have seen no officer, even slightly flustered. The Army retains its self-control and its will-power is supreme, inspired by courage and above all, fullness of faith.

FIGHTING THE WHOLE GERMAN ARMY.

Mr. Hamilton Fyfe says that the Germans had 88 divisions in reserve at the opening of the battle, but 33 of these we know were out in battle on the first day, and approximately ten divisions daily were out on both the succeeding days. Since then new troops have been in evidence daily. This exhaustion of reserves is a hopeful feature of the situation. We have been fighting the whole available strength of the German Army! MEASURES TO MEET EMERGENCY.

LONDON, March 27th.

The papers are discussing measures to meet the emergency. The Daily Telegraph joins the supporters of conscription in Ireland.

The Daily Chronicle urges the raising of the military age to 45.

The Times says the Government must immediately embody in a single comprehensive Bill various proposals for mobilising the last available man.

THE EFFECT ON LABOUR.

The consensus of opinion is that one effect of the news from France will be the complete cessation of labour troubles. This was verified at Leeds yesterday. A strike of engineers caused the idleness of one thousand workers in three shell factories there. A meeting of wounded soldiers in protest assumed formidable proportions, and sent a deputation to the meeting of the strikers. The deputation was denied admittance, but it was announced later that the strikers had decided to resume work immediately and to work during the Easter holidays.

THE ENEMY TERRAIN.

LONDON, March 27th.

7.50 a.m.

The Morning Post says that the Germans are reaching a point where the valley narrows considerably. Long spurs of high ground running into it offer suitable positions for defence, and they, therefore, are likely to be held upon a line well east of Amiens.

HUNDRED AND FIFTY GERMAN AEROPLANES BROUGHT DOWN.

A correspondent at the Front writes that many British aeroplanes are soaring above the sunlit fields, but none of the enemy's machines are visible. His airman have been severely punished since the beginning of the battle. At one part of the British front alone 150 German aeroplanes were brought down in five days.

MORE GERMAN CLAIMS.

LONDON, March 27th.

10.10 p.m.

A wireless German official message states:—The Anglo-French Army yesterday tried to arrest our advance on the Somme. Our attack broke through the enemy's lines in the early morning and onward. The enemy retreated on a wide front on both sides of the Somme. Our sharp pursuit overcame the stubborn resistance of the enemy's rearguards. We crossed the Ancre northward and southward of Albert, which fell in the evening. We drove back the enemy after violent fighting southward of the Somme and Chaumes and Lisieux. We stormed Roye and cleared out the enemy from Noyon, and after bloody fighting, crossed many of our old positions which we occupied before the 1916 Somme Battle. The prisoners are growing in numbers and the booty is increasing.

There are artillery battles in Flanders, at Verdun in Lorraine.

GERMANS ADMIT SLOW PROGRESS.

LONDON, March 27th.

12.15 p.m.

A wireless German official message states:—Our armies are engaged in, and slowly progressing with the attack on both banks of the Somme.

EARLIER CABLES.

GERMANS INTRODUCE NEW
DIVISIONS.

LONDON, March 27th.

1.30 a.m.

Field-Marshal Sir Douglas Haig reports:—There was local fighting at different points north of the Somme. Hostile attacks south of the Somme were pressed vigorously since this morning with fresh Divisions, against Noyon and Roye, and in new attacks this afternoon in the neighbourhood of Chaumes and between Chaumes and the Somme, and to the north.

The battle is continuing on the whole front south of the Somme. Our troops in all parts of the battle-front during the past six days have shown the utmost courage.

The following Divisions displayed exceptional gallantry:—Eightth, Eighteenth, Thirty-first, Forty-first, Sixty-first, Sixty-third and Sixty-sixth.

APPEAL TO MUNITION WORKERS.

LONDON, March 27th.

Mr. Winston Churchill has appealed to munition workers to make special efforts to replace the serious losses of guns, machine-guns, and ammunition. Our resources were sufficient to do this. He deprecates Easter holidaying, and acknowledges the assurances already given by the men in many districts that there will be no loss in output.

OUR PRESENT LINE.

LONDON, March 28th.

12.45 p.m.

The Press Bureau announces that there were no further attacks last night. Northward of the Somme there were local engagements in which the enemy were repulsed, but a serious attack was not attempted.

Fresh German divisions have been identified, including two of the Guards and two of the Brandenburgs.

The British and French forces and the Americans are fighting shoulder to shoulder, and French reinforcements are rapidly coming up.

The enemy has been checked westward of Roye and westward of Noyon.

GROUND TARGETS SURPASS DESCRIPTION.

LONDON, March 27th.

12.25 a.m.

Our aeroplanes on Monday were almost exclusively employed bombing and machine-gunning troops and transport behind the battle-front.

Twenty-two tons of bombs were dropped, and 100,000 rounds were fired by our machine-guns.

All the pilots report that the ground targets surpassed description. They were able to drop bombs accurately and fire into the centre of infantry battalions in close formation, and on columns of cavalry and transport.

The air fighting was less intense than on the previous day.

We brought down 13 enemy machines and 10 others uncontrolled. Eight of the latter are missing, mostly due to fire from the ground while flying low.

During the night we continued to bomb and machine-gun troops in the forward areas and on transport upon the road to the front.

WONDERFUL BRITISH STEADFASTNESS.

LONDON, March 27th.

12.10 a.m.

Reuter's Correspondent at Headquarters, telegraphing on the evening of the 26th inst., says:—Never has the traditional quality of British steadfastness been more wonderfully illustrated than now. Time and again the troops have been overwhelmed and overrun by swarming legions, and as often they have managed to emerge and regain the line. What would be regarded as consummate feats of skill in field manoeuvre are constantly being performed in this grim struggle.

A DRAMATIC INCIDENT.

One of the most dramatic incidents was when our weary troops were fighting hopeless odds and striving to prevent the Germans from securing a certain crossing over the Somme. French reinforcements arrived and, without hesitation, poured in amongst the British, infusing them with fresh vigour and saving the situation.

RELIEF FOR OUR DOG-TIRED DEFENDERS.

The men now returning from the battle-line are many of them dog-tired and cannot remember whence they come, nor the day of the week, but in this respect the situation is improving steadily, as the reserves are moving into their position.

The prisoners we have taken attribute the enemy's success to the wonderful concentration of artillery, the full advantage of which they are now losing.

In various places the enemy are very reluctant to occupy the evacuated positions, whether they are afraid of booby traps or of being shelled to rags is only conjecturable.

OUR SUPERIORITY IN MECHANICAL TRANSPORT.

Now we are operating in the open our great superiority in mechanical transport is giving us an advantage in mobility over the enemy.

The back areas are teeming with motor-buses packed with soldiers speeding to threatened posts.

So far, the enemy's intentions, beyond securing a general break through, are not revealed.

Some German divisions appear to have been in fighting of the most bitter character along most of the battle-front, but the latest reports indicate less movement than heretofore, probably owing to the German infantry out-stepping the artillery.

THE TABLES TURNING.

LONDON, March 27th.

3.10 a.m.

Reuter's Correspondent, telegraphing from French Headquarters on the 26th inst., says:—The news to-night is distinctly heartening. The advance of the enemy's southern wing seems to have been arrested. A general slackening of the German effort is noticeable in this sector, due, probably, to the exhaustion of the troops and delay in bringing up the artillery.

Though a renewal of the onslaught is anticipated, the people is a clear gain to the Allies, who are assembling their forces while the enemy has his whole force on the ground and cannot afford to lose an hour. So long as our front holds, every mile the Germans gain means a corresponding lengthening of their flanks exposed constantly to a more imminent threat of attack by the Allied reserve armies.

French divisions have already intervened in the valley of the Oise with excellent effect.

GERMANS SURPRISED AT OUR RESISTANCE.

LONDON, March 28th.

The following is a continuation of the message sent by Reuter's Correspondent at British Headquarters on the 26th inst., reporting the steady withdrawal of our troops.

Even so, prisoners say the German advance is much behind their time-table, the tenacity of the resistance exceeding anything they deemed possible.

HEAVY DEMANDS ON THE ENEMY'S RESERVES.

Yesterday was a supreme time for our gunners, the advance being held up nearly everywhere by the ceaseless intensity of the artillery fire. The enemy's massed waves received dreadful punishment.

SITUATION MORE HOPEFUL.

LONDON, March 27th.

7 a.m.

The Times states:—The situation last night was undoubtedly more hopeful than since the battle began, but it is still exceedingly grave, for though the enemy's rush in the northern section is apparently held, it is clearly a race against time in the south, and everything depends upon the next few hours. We regard today and to-morrow as most critical.

Whereas von Below, who burst through on the Meuse, made absolutely no impression between the Scarpe and Cojeul, streams of the enemy south of the Somme crossed the 1916 Allied line from near Bray to near Roye, but south-east of Roye they are still well within the 1916 line. This is the point which gives most anxiety, but also the most ground for hope.

GERMAN CLAIMS.

LONDON, March 26th.

10.35 p.m.

A German official report says:—We crossed the Bapaume-Albert road near Courcellette and Pozieres. General von Hofacker forced the passage of the Somme southward of Peronne, storming and capturing Maumont, height, also Biaches and Barleux. Strong counterattacks were themselves out before our lines.

General von Hutier, after hard fighting, drove back the enemy near Marchelepot and Hattencourt across the Peronne-Roye Railway.

We wrested Etalon from the British and French, who tenaciously defended it. We defeated the French at Freniches and Bethancourt, and captured Bussy.

We are standing upon the heights to northward of Noyon.

We brought down 93 enemy aeroplanes and 3 balloons.

Since the beginning of the battle our captures of guns have reached 993. Over 100 tanks are lying in the captured positions.

Artillery battles continue along the remainder of the front, and are increasing in great strength in Lorraine.

We continued the bombardment of the fortress of Paris.

BACK IN POSITIONS HELD IN 1916.

LONDON, March 27th.

1.30 a.m.

A wireless German message says:—A new phase has set in in the tremendous battle. The enemy are retreating on a wide front astride the Somme. We crossed at many points the old positions held before the Battle of the Somme in 1916. We are now before Albert and have captured Lihons, Roye and Noyon.

NOCTURNAL MOVEMENT OF GERMAN TROOPS.

AMSTERDAM, March 27th.

The Rheinische Westfalsche stated that troops for the offensive were detained considerably behind the Belgian frontier, marching into the battle-line at night-time, no columns showing themselves on the roads in daylight.

GERMAN PRESS COMMENT.

AMSTERDAM, March 27th.

A section of the German Press is already counting the gains.

The Cologne Volkszeitung says it is now impossible to conclude peace on terms which were acceptable a week ago. The enemy must be forced to grant all we need in the future, especially the colonies and raw materials.

On the other hand, the Frankfurter Zeitung admits that the obstinate British defence is still checking the real advance.

It says three German Army Corps, in addition to the commands of two other generals, are necessary to drive the British from Bapaume.

GERMAN REPORT.

LONDON, March 26th.

A wireless German official report states:—Yesterday we achieved fresh successes and defeated the English.

Divisions brought up from Flanders and Italy and the French were thrown against us in desperate attacks.

Von Below and von Der Marwitz finally retained Ervillers, after a hot and fluctuating battle, and are advancing against Achiet-le-Grand.

We captured Bihucourt, Bietvillers and Grevillers.

We also captured Irlis and Miraumont and crossed the Ancre.

Freshly brought in English troops attacked violently on a wide front from the direction of Albert, but were driven back after a bitter struggle.

Amsterdam, March 27th.

Commenting on the offensive, Vorwaerts says that south of the break-through the Allies are collecting strong reserves, which are intended for a flank onslaught upon the Germans.

The journal alleges that the Allies' combined Army attacked near La Fere on March 25th, and that the Americans are co-operating.

LATEST CABLES.

FRENCH FRONT.

ENEMY HELD EVERYWHERE.

PARIS, March 27th.

A communiqué states:—Yesterday evening and night the enemy, who was everywhere held, was obliged, weakened by his heavy losses, to slow down in his effort.

The gallantry of our troops, who are defending the ground foot by foot, is beyond praise.

We hold the line Le Chelle-St. Aulais-Béaumont north of Lassigny, and southern approaches to Noyon, on the left bank of the Oise.

We repulsed at night-time strong reconnaissance attempts to reach our positions north-west of Noyon.

PARIS, March 27th.

3.10 p.m.

The Under-Secretary for War states that the Germans are now meeting a powerful fresh French Army protected by almost inconceivable artillery. So far the enemy's advance has been delayed by only a few independent Divisions, but formidable British reserves are now arriving on the battlefield, so that the enemy's territorial gains can be only regarded as temporary.

EARLIER CABLES.

ALLIES WAITING TO HIT BACK.

PARIS, March 27th.

The Under-Secretary for War stated that the situation, although serious, could be regarded with confidence.

The Echo de Paris states that the union of the British and French Armies is daily strengthening by the entry of reserves to both armies in the battle-line. The final result will not be known for three or four days.

The Petit-Parisien says the British and French are at present fiercely resisting, and awaiting the most favourable moment to hit back.

In well-informed quarters the situation is regarded as very much improved.

TWO GERMAN DIVISIONS ANNIHILATED.

PARIS, March 27th.

A French War Correspondent states that two fresh German Divisions proceeding to the front were almost totally annihilated on March 25th before they had fired a shot by machine-gun fire and bombs from one hundred French aeroplanes.

FRENCH SOLIDLY HOLDING.

PARIS, March 27th.

A communiqué states:—Our troops are solidly holding their positions on the left of the Oise above Noyon.

Fighting continues with undiminished violence on the Bray-sur-Somme-Chaumes-Roye-Noyon front.

Aerial Activities.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

"GUARANTEED"

UNDER THE PURE FOOD AND DRUGS ACT,
UNITED STATES OF AMERICA.

On every bottle of Dr. Morse's Indian Root Pills sold in the United States of America there is placed an extra label, bearing a number and the word "Guaranteed" which denotes that the proprietors of Dr. Morse's Indian Root Pills guarantee that they contain nothing that is not in strict accordance with the Pure Food and Drugs Act. It is further guaranteed that Dr. Morse's Indian Root Pills comply with the regulations of the Department of Health, both as to the standard of purity of the ingredients used in their manufacture, and also that they are a good, wholesome remedy for the purposes they are advertised for. Dr. Morse's Indian Root Pills are a purely vegetable sugar-coated medicinal preparation, carefully compounded by experts, and are manufactured on the premises under the direct supervision of the proprietors. The care taken in the production of these Pills, is illustrated by the manner in which they are packed. Instead of being put up in cheap wooden boxes—that absorb poisonous and other substances—they are packed in glass bottles at a cost of five or six times that of wooden boxes. The extra cost is more than made up in the satisfaction of knowing that the Pills reach the public just as they left the laboratory, unaffected by moisture or climatic changes and free from contamination by contact with any foreign matter.

DR MORSE'S
INDIAN ROOT PILLS
FOR THE LIVER

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

The Sole by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors, 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

Bottled History

is a phrase that can truthfully be applied to

JOHNNIE WALKER

Every bottle sold to-day has been maturing during the past six, ten or twelve years as follows:

JOHNNIE WALKER,
"White" Label,
Over 6 years old.
JOHNNIE WALKER,
"Red" Label,
Over 10 years old.
JOHNNIE WALKER,
"Black" Label,
Over 12 years old.

Guaranteed same Quality throughout the World.

To safeguard these ages our policy for the future is the policy of the past. First and foremost, to see that the margin of stocks over sales is always large enough to maintain our unique quality.

To be obtained from the Sole Agents for China—
CALBECK, McCREGOR & CO.,
Hongkong, Canton, Shanghai,
Tientsin, Peking, etc.

JOHN WALKER & SONS, LTD.,
Scotch Whisky Distillers,
Glasgow, Scotland.



Born 1820.
Still going strong.

A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well being is a sound investment. Good health, undoubtedly, is one of the greatest assets a man or woman can possess for without it none can be at their best physically or mentally. Hence good health, the joy of life is desired. Beecham's Pills are a paying investment for all who desire to promote and maintain good health. It is wise to have recourse to this wonderful specific on the first signs of indigestion. When the stomach is disordered, when the appetite is poor, when the bowels are irregular, the liver sluggish or you feel generally out of sorts you cannot do better than take a few doses of this world-famous medicine. You will certainly benefit. There are ample returns in health and satisfaction for all who invest in the remedy of

Beecham's Pills

Prepared only by THOMAS BEECHAM, St. Helens, England.

Sold everywhere in boxes, price 9d (35 pills) 1/1d (56 pills) & 2/9 (168 pills).

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Stagnation, indigestion, defective circulation, nervous dyspepsia, or neuritis, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, nervous disease, restlessness that can settle in no position, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve weakness, the cause of which is by far the greatest source of the misery, ill-health, and dependency by which we are confronted on every hand. It can only be successfully combated by the use of this wonderful and highly scientific preparation. Bringing up the system generally, it gives tone to the exhausted nerves, arrests all weakening and discharging, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and exhausted. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equaled in all cases of poisonous, impure, or otherwise imperfect blood. It permeates and penetrates to the minutest capillaries, overcomes and expelling disease, whereover and in whatever form met with, removing all blotches, pimples, warts, scabs, eruptions, and glandular swellings, discolorations, roughness, and scurfiness of the skin. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, head lags, and venereal diseases, ulcers, wounds, sores, galls or perforating sores, if properly used, it restores the general health, and quickly removes long-standing bronchitis, asthma, and hiccups. It relieves, expels, and cures, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., 60, WHITE CHURCH LANE, LONDON. Unprincipled vendors may try to sell you something else for 2/6, but do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY DOCTORS' AND CHEMISTS.

THE WAR.

(Continued from Page 5.)

GENERAL.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

LABOUR SOCIALIST DELEGATES TO AMERICA.

CREW OF AMERICAN LINER REFUSE TO SAIL.

London, March 27th.
Three Inter-Allied Labour Socialist delegates to America who were due to sail on an American liner did not arrive at the port of embarkation yesterday. The crew refuse to sail if the delegates go on board.

AMERICA AND THE WAR.

EXPLOSIONS IN MUNITION WAREHOUSE.

New York, March 27th.
The city was shaken by explosions which demolished a munition warehouse at Jersey City, wrecking two acres of warehouses.

AMERICA AND JAPAN.

WASHINGTON, March 28th.
Negotiations to transfer 150,000 tons of Japanese shipping have been completed on the basis of two tons of steel plates for a ton deadweight, ship capacity.

OBITUARY.

LONDON, March 28th.
The death is announced of the Comptroller, Claude De Bussy.

THE RUSSIAN DEBT.

GREAT BRITAIN WILL PAY NO MORE INTEREST.

LONDON, March 28th.
The Press Bureau states that Great Britain, although under no obligation, has provided the interest for the Russian State debt until the 31st inst., but will now discontinue to do so.

The British and French Governments announce that the former Russian Government's obligations cannot be repudiated by the authorities now in power without shaking the foundations of International Law. The obligations continue to be binding upon Russia.

RUSSIAN AFFAIRS.

BLACK SEA FLEET BOMBARD SUKHUMKALE

PETROGRAD, March 27th.
Simultaneously with the news of the triumph of the Bolshevik forces at Odessa over the Ukrainian Government, which concluded a separatist treaty with the Central Powers, comes the information that the Russian Black Sea Fleet has been bombarding Sukhumkale, a port in Caucasus, which has been adopting a separatist régime. The news appears to imply a revival of the military spirit against both the Central Powers and the separatists.

EARLIER CABLES.

APPEAL TO FRENCH MILITARY MISSION.

PARIS, March 27th.
M. Trotsky has appealed to the French Military Mission in Russia for help to reorganize the Army.

Le Homme Libre states that M. Pichon has signified the Government's willingness to comply, on condition that the army will fight Germany.

The Mission comprises 500 officers. M. Trotsky is appealing to the population to co-operate in the organization of the Red Army. He announces that a decree is impending enforcing universal service and calling up ex-officers as instructors.

KHERSON AND NICOLAIEFF RECAPTURED.

PETROGRAD, March 27th.
The Soviet troops recaptured Kherston and Nicolaieff.

The Germans occupied Kremenchug.

REMOVAL OF EX-IMPERIAL FAMILY.

The Commissaries are removing the ex-Tsar and family to the Ural region.

CAUCASIAN TRIBES REVOLTS.

The Chechen tribes, under Russian officers, have risen against the Soviet authorities in the Caucasus.

SOVIETS AND UKRAINIANS RETAKE ODESSA.

MOSCOW, March 28th.
The Bolsheviks officially state that after a sanguinary fight the loyal Soviet and Ukrainian troops, assisted by the Naval forces, have retaken Odessa.

PRINCE LICHNOWSKY'S MEMORANDUM

BRITAIN'S ACCOMMODATING ATTITUDE TOWARDS GERMANY.

STOCKHOLM, March 27th.

The Politiken publishes further portions of Prince Lichnowsky's Memorandum, which deal, principally with the negotiations respecting the Anglo-German Colonial Treaty.

Prince Lichnowsky remarks at the outset that the good relations he had made in London had effected a noticeable improvement in the German relations with England. He says that Sir Edward Grey devoted himself honestly to this rapprochement, and his intentions were especially noticeable as regards the Colonial Treaty and the Baghdad Railway.

Prince Lichnowsky says that Count Hatzfeldt and Mr. A. J. Balfour in 1908 signed a secret agreement dividing the Portuguese Colonies in Africa into economic spheres of interest between Germany and Great Britain, ensuring the inviolability and independence of the Portuguese Kingdom, and declaring their intention of supporting Portugal financially and economically. It, therefore, did not clash with the old Anglo-Portuguese Treaty dating from the Sixteenth Century. Nevertheless, at the instigation of Marquis de Soveral, a new Anglo-Portuguese Treaty, the so-called "Windor Treaty," was signed in 1899, thus reinforcing the old treaty. The Anglo-German negotiations, which began before Prince Lichnowsky's arrival, were intended to revise and improve the treaty of 1899, and, thanks to the accommodating attitude of the British Government, Prince Lichnowsky was able to give the new Treaty a form conforming to the German wishes and interests.

LATER.

Prince Lichnowsky says: "Sir Edward Grey wished to show us goodwill, and also in the main to further our colonial development, while Great Britain also wished to lead the German development of power from the North Sea and Western Europe to the Atlantic and Africa. We do not grudge Germany her colonial development, a member of the Cabinet said to me."

Prince Lichnowsky continues to say that the treaty was practically ready in 1913, but "new difficulties arose to prevent its being signed, and only a year later, shortly before the outbreak of war, could I receive authority to conclude the Treaty. It was, however, never signed. Sir Edward Grey would only sign on condition that the Treaty was published together with the 1899 and 1899 Treaties. England has no secret treaties, and it was contrary to her existing principles to keep the Treaty secret. Sir Edward Grey could, therefore, conclude no Treaty without publishing it, but the German Foreign Office, where my successes in London created increasing distrust, stated that publication would jeopardise German interests in the colonies, where, moreover, the Portuguese would give us no more concessions. The Treaty, which offered us exceptional advantages, consequently fell through. This was another war sacrifice."

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, March 28th.

PROTECTED ATTACK ON SHANGHAI.
It is reported that Chan Kwong-yuen, Tsuchun of Kiangsi, proposes, with some other Tsuchuns, to attack Shanghai. He has wired to the Chief Commander of the 1st Squadron in Canton requesting him to send gunboats to assist the action. Chan added that if Shanghai is attacked, independence will be declared in Nanking.

INDEPENDENCE DECLARED IN HEUNG SHAN.
It is said that certain leaders describing themselves as Lung's supporters have declared independence in the Heung Shan district. The magistrate has fled, and the people are very much alarmed.

LUNG'S TROOPS FOR THE EAST RIVER.
The Tsuchun, in consequence of reports that General Lung has ordered his supporters to send troops to the East River, has despatched two regiments of King Wai troops to Shau Lung to bar the entrance to the river.

LUNG CONGRATULATES THE PREMIER.
General Lung Chai-Kwong, on learning that Tuan Chi-jui has been reappointed Premier, has wired his congratulations, and good wishes. Lung has also sent a representative to Tuan to request his assistance in Kwangtung.

REWARD OFFERED FOR THE CAPTURE OF YOUNG CHUN CITY.

We are informed that Lung's Chief Commander, Li Kar-pan, has offered a reward of \$40,000 to his troops for the capture of Young Chun district city.

A representative, who was sent by the Chairman of Parliament to recall M. P. from Shanghai and other places to Canton has agreed to come at the Parliament's expense.

Eczema All Over Body Itching and Burning Healed by Cuticura

"Eczema of a wet nature first started behind my ears and gradually worked all over my body. I was a mass of humors and I never slept at night, for the itching and burning was terrible. I could not do my household duties; I was helpless. My hair also came out in combing and I was quite bald."

"I saw a Cuticura Soap and Ointment advertisement and determined to give them a trial. I found relief with the first box of Cuticura Ointment and, after using four boxes of Cuticura Soap and about six cakes of Cuticura Soap I was healed." (Signed) Mrs. Rosina Bolton, 12, Malden Rd., Kentish Town, London, N.W., Eng., August 6, 1916.

Clear the pores of impurities by daily use of Cuticura Soap and occasional touchings of Cuticura Ointment.

Samples Free by Post. (Soap to cleanse, Ointment to heal.) Address: F. Newbery & Sons, 27, Charterhouse St., London. Sold everywhere.

IMPORTANT NOTICE TO THOSE WITH WEAK, FALLING, DULL, LIFELESS HAIR.

7-Day "Harlene Hair-Drill" Home Outfit FREE TO ALL.

Nothing alive in Nature stands still. You go for war or backward. Thin, your hair is, for healthy or unhealthy—and millions to-day recognize that "unhealthy" is the word to apply to their own hair. The health of the hair depends even more than the health of the body upon close attention, and the wise men and women are those who every day take stock of their hair and watch its every variation.

The question is how to restore hair health so that this most glorious of nature's gifts may lay on once more its radiant lustre, its thick, luxuriant growth with every delicate tint glowing with health.

Fortunately arrangements have been made to send absolutely free of charge to every man or woman who is troubled with dull, lifeless, "unhealthy" hair, a complete Seven Day Three-Fold Hair-Beautifying Gift. There is no cost or obligation entailed.

1,000,000 HAIR-HEALTH GIFTS FREE.

The arrangements for this gigantic hair-health campaign have been prepared by Edwards' Hair-Drill, Ltd.



and everyone who writes to the address below will receive gratis—

1. A bottle of "Harlene," the true liquid food and tonic for the hair, which stimulates it to new growth (contains no animal fat).
2. A packet of the marvelous hair and scalp cleansing "Groomex" Shampoo Powder, which prepares the head for "Hair-Drill."
3. A copy of the new edition of "Hair-Drill" Manual, giving complete instructions for use.

The value of this great gift has been truly tested by those most famous for their hair beauty. Beautiful actresses and the Queens of the Cinema world all gladly endorse the fact that the "Harlene Hair-Drill" way is the safest, surest way to hair health, abundance and beauty.

Why not try this great, yet simple, hair-growing experiment at once? Write for the Free Outfit today. Simply fill in the Coupon below and enclose 4 stamps in stamp to cover postage.

Further supplies of "Harlene" and Groomex Shampoo Powder can be obtained in quantities from all Razors and Drug Stores throughout India.

Deliveries sent by post prepaid from Edwards' Hair-Drill, Ltd., 20 to 22, Lamb's Conduit St., London, W.C.1, to whom remittances should be made by Post Office Money Order and should include postage.

POST THIS FREE GIFT FORM

To EDWARDS' Harlene, Ltd., 20, 22, 24 & 26, Lamb's Conduit St., London, W.C.1, England.

Dear Sir—Please send me your Free "Harlene" Three-Fold Hair-growing Gift as described above. I enclose 4 stamps to cover postage.

NOTE TO READER—Write your name and address clearly on a plain piece of paper, put this coupon in it, and post as directed above.

London Daily Press.

Hoangkong Daily Press.

Hoangkong Daily Press.

Hoangkong Daily Press.

Hoangkong Daily Press.

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Hoangkong Daily Press.

"FOR THE BLOOD IS THE LIFE."

Sign Sure of Blood Impurity.

The seasonal appearing through the skin of ECZEMA, BLOTCHES, SPOTS, BLACKHEADS, PIMPLES, BOILS, SORES AND ERUPTIONS OF ANY KIND.

The throbbing aching pains of BAD LEGS, ULCERS, ABSCESSSES, SORES, FULS, GLANDULAR SWELLINGS, BLOOD POISON, PILES.

The Dread Grip of RHEUMATISM, SCIATICA, LUMBAGO, GOUT.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure can be relied on to effect a lasting cure.

For selection of testimonials see pamphlet round bottle.

By reason of its Remarkable Blood Purifying Properties it is universally recognized as OVER 20 YEARS' SUCCESS. PLEASANT TO THE TASTE.



THE WORLD'S BEST REMEDY FOR SKIN AND BLOOD DISEASES Sold by all Chemists and Stores. REFUSE ALL SUBSTITUTES.

KEATING'S POWDER



IT SOMETIMES HAPPENS

that you find your skin covered with a red, itchy, burning eruption, which is the sign of a skin disease. It is caused by the use of cheap, inferior powders, which clog the pores of the skin, and prevent it from breathing. Keating's Powder is the only powder that keeps the skin cool, clear, and free from all eruptions.

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Keating's Powder is the only powder that keeps the skin cool,

Enjoy THE Summer

OF 1918 IN

BRITISH COLUMBIA

AND THE BEAUTIFUL
CANADIAN ROCKIES
AN IDEAL CLIMATE AND THE
GRANDEST SCENERY IN THE WORLDGolfing—Automobile—Boating—Fishing—Shooting—Mountain Climbing—and Bathing
—all within short distance of comfortable Hotels and Private Homes.YOU CAN Save REAL Money IF YOU
DEFINITELY BOOK YOUR PASSAGE

NOW

BY THE STEAMSHIPS OF THE

CANADIAN PACIFIC

OCEAN SERVICES LIMITED



Regular Sailings to Vancouver.

For particulars regarding passage fares, sailings and conditions of accommodation, also literature of trips and descriptive literature apply to:
P. B. RUTLAND, General Agent, Passenger Dept., Phone 44, HONGKONG. [1467]

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI MOJI & KOBE

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI MOJI, KOBE and YOKOHAMA

LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York at Special Rates.
Apply for PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., to:
P. & O. S. N. Co. E. V. D. PARR, Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
HAIPHONG	"TAI ANG"	Tuesday, 2nd April 7 a.m.
SHANGHAI	"WINGANG"	Fri. 6th April, 11 a.m.
MANILA	"LOONGSAG"	Friday, 6th April, 3 p.m.
MANILA	"YUENSANG"	Friday, 12th April, 3 p.m.

Calcutta Line.—Three sailings per month from Hongkong—Calcutta calling at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.
This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, sailing at Hongkong when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, sailing at Waihaiwei and Chiaofoo.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passport with their Photograph and description affixed thereto. For Freight or Passage, apply to:

JARDINE, MATHESON & CO., LTD. [1467]



THE ROYAL MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Fares Apply to JARDINE, MATHESON & CO., LTD. [1467]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing—Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.
Telegraphic address "COUPON." THOS. COOK & SON, Hongkong Hotel Buildings, corner of Pedder Street and Des Voeux Road, HONGKONG.
Also SHANGHAI PRYING, MANILA, LUDGATE CIRCUS, LONDON E.C. [1467]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR

* Wireless telegraph.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1874.
York Building, 1st Floor.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI.
Subject to Change Without Notice.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a fully qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Ports in the United States of America and Canada.
For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN.
York Building Managing Agents [1467]

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE

STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD"

JOINT SERVICE

Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.
For further particulars please apply to
JAVA-CHINA-JAPAN LIJN, Agents.
JAVA-PACIFIC MAIL SERVICE. [1467]

SHIPS
ENGINES
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TAIKOO DOCK

Shipbuilders, Marine Engineers, and Mechanical Engineers.

Agents for: John I. Thompson & Co. Ltd., Marine and Boat Builders, Light Draft Carriage and Boat Builders, Harbours, Canton, and other parts of the world.

Address: 11, TAIKOO DOCK, HONGKONG.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" AND "COLOMBIA,"
12,000 tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

SS. "VENEZUELA"	Apr. 24th
SS. "EQUADOR"	May 2nd
SS. "COLOMBIA"	June 10th

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.
Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.
For further information, rates, literature, schedules, etc., apply to
COMPANY'S OFFICE in Alexander Buildings, Chater Road [1467]

CUTLER PALMER & CO.'S

SQUARE BOTTLE WHISKY.



SOLE AGENTS IN HUN-ING AND SOUTH CHINA

LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS [1467]

"VITTEL" GRANDE SOURCE

Natural Mineral Water.

Nature's Uric Acid Solvent.



Specially recommended for

STOMACH, KIDNEYS,

LIVER and GOUT.

Obtainable at all Chemists and Stores.

Sole Agents for South China:

FLOQUET & KNOTH, Hongkong [1467]

"ASAHI BEER."



DAI NIPPON BREWERY TOKYO CO.

WEATHER REPORT.

March 28th, at 12.35.—No returns from Japan, Vladivostok and Waihaiwei. Pressure has increased slightly, moderately at all reporting stations; the anti-cyclone has apparently commenced to move eastwards. Fresh monsoon will prevail along the S.E. of Coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch; total since 1st January, 0.48 inches, against an average of 5.75 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Road	(E. wind; fresh; cloudy, mist or drizzling rain.
Formosa Channel	(N.E. wind; fresh.
South Coast of China between (The same as Hongkong and Lamook) No. 1	
South Coast of China between (The same as Hongkong and Hainan) No. 1	

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australia and China Telegraph Company's office at Hongkong:—

Address	From
Abdookerom Abdoolahar	Meila
Burgess J. W. (Hongkong)	War Off.
Georck Roper & Export Co.	Calcutta
Goodman, Hongkong Hotel	Singapore
High & Co. (Calcutta)	Calcutta
Jamieson, Grieve & Co.	London
Rosenthal, Victor, Astor	Paris
Hotel (2)	Paris
Wahr, Mistras, s'eamer	Shanghai
Neveungsterdam	Shanghai
Wahsen, (to American Consul Seattle)	Seattle

CHURCH SERVICES.

St. Andrew's Church, Kowloon, God Friday, 19th March, 1918. Morning Prayer at 11. Responses, Psalms, Yokes, O. M. 14; Psalms, 148m. 2. Church 49 and 41. Psalm 40. Psalm 77. Psalm 118. Chant 110. To Deum. Obedience, 184. B. and C. 184. B. and C. 184. Chant 110. Hymns 116, 193, 116 and 197 (last verse in music).

St. Peter's Church, West Point. God Friday, 19th March. Morning Prayer and Sermon, 11 a.m. Preacher, Rev. W. T. Featherstone.

St. Peter's Church, West Point. Easter Sunday, 3rd March.—Holy Communion at 8. Morning Prayer, Holy Communion and Sermon at 11. Preacher, Rev. W. T. Featherstone.

First Church of Christ, Scientists, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.30 p.m.

BEETHAM'S La-rola

YOUR SKIN AND COMPLEXION

can be kept in a perfect state of health by a regular use of Beetham's La-rola. It effectively removes all blemishes, freckles, pimples, etc., and is especially beneficial in the treatment of all skin diseases. It is a valuable remedy for all skin ailments.

M. BEETHAM & SON, CHELTENHAM, ENGLAND.

MARTIN'S

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

CHAPOTEAUT'S MORRHUOL

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

THE NEW FRENCH REMEDY THERAPION No. 1

THE NEW FRENCH REMEDY THERAPION No. 2

THE NEW FRENCH REMEDY THERAPION No. 3

THE NEW FRENCH REMEDY THERAPION No. 4

THE NEW FRENCH REMEDY THERAPION No. 5

THE NEW FRENCH REMEDY THERAPION No. 6

THE NEW FRENCH REMEDY THERAPION No. 7

THE NEW FRENCH REMEDY THERAPION No. 8

THE NEW FRENCH REMEDY THERAPION No. 9

THE NEW FRENCH REMEDY THERAPION No. 10

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

"ELJERMAN" LINE.

(FLIPPIN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK	"LUCHOW"	On 28th Mar., 9 A.M.
SWATOW and SHANGHAI	"TAMSUI"	On 29th Mar., 9 A.M.
SHANGHAI	"SUNGKIANG"	On 30th Mar., 3 P.M.
SHANGHAI	"SUNNING"	On 2nd Apr., 3 P.M.
SHANGHAI	"TUNGCHOW"	On 4th Apr., 10 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Ambulance Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE 36

Agents

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 15 Days).

"HAIKON" ... Capt. A. E. Hodgins ... FRIDAY, 29th Mar., at Noon.
"MAIHONG" ... Capt. J. W. Evans ... THURSDAY, 4th Apr., at Noon.

Arrivals and Departures from the Company's Wharf (near Blakely's).

For Freight and Passage, apply to—

DOUGLAS LAFFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICES BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are

Equipped with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID BASSEON & CO., LTD.,
Agents.

P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
COLOMBO	Noon	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call for charge. Return Tickets are available to Messrs. P. & O. S. N. Co.

INTERMEDIATE STEAMERS

(Non-Transhipment.)

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong	Leave S'pore	Due at Marseilles	Due at London
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godown for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD & DECARIE, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within 48 days of the Steamer's arrival, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	SHIDZUOKA MARU 12,500 tons KAGA MARU 12,600 tons	30th March 11 A.M. 13th April 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU 12,500 tons TANGO MARU 13,000 tons	20th April 11 A.M. 18th May 11 A.M.
SHANGHAI, MOJI & KOBE		
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, IS. TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† KATORI MARU ... Sat., 13th April, 11 A.M.

† Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA,
B. MORI, Manager.

Telephone 282 and 283

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

(Sailings from Hongkong—Subject to Change Without Notice)

Steamers	Tons	Leave Hongkong
TENYO MARU	23,000	TUES. 9th Apr.
NIPPON MARU	11,000	TUES. 16th Apr.
SHINYO MARU	23,000	SAT. 27th Apr.
PERISA MARU	18,000	FRI. 10th May
SIBERIA MARU	18,000	SAT. 8th June

The ss. "Nippon Maru" and ss. "Perisa Maru" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALING, CRUZ, BALBOA, CALLAO, ARIOA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,300 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI.

SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
Queen's Building.

**O. S. K. OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line (TRANS-PACIFIC).
For VICTORIA, SEATTLE AND TACOMA via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"CANADA MARU" ... TUESDAY, 2nd Apr., at Noon.
"MANILA MARU" ... THURSDAY, 25th Apr., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"KAJO MARU" ... SUNDAY, 31st Mar., at 10 A.M.
"JOSEPH MARU" ... MONDAY, 1st Apr., at 9 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be found.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

Trk. Nos 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

APRIL 10, 1918.

AN UNRIVALLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. BITTER, Freight and Passenger Agents,
Princes Building, 100, Queen's Road.

